

U.S. Department
of Transportation

**United States
Coast Guard**



Commandant
United States Coast Guard

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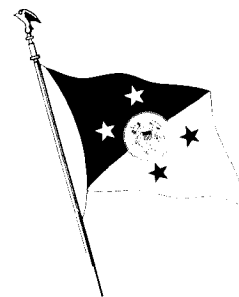
PREPARED STATEMENT
OF
ADMIRAL PAUL A. YOST
COMMANDANT, UNITED STATES COAST GUARD

BEFORE THE
HOUSE COMMITTEE ON
GOVERNMENT OPERATIONS
HOUSE SUBCOMMITTEE ON
GOVERNMENT INFORMATION, JUSTICE, AND AGRICULTURE

OCTOBER 28, 1987



**Admiral Paul A. Yost Jr.
Commandant
United States Coast Guard**



Admiral Paul Alexander Yost Jr. became the 18th Commandant of the United States Coast Guard on May 30, 1986. He was nominated to that position while serving as Commander of the Atlantic Area, Commander Maritime Defense Zone Atlantic and Commander Third Coast Guard District in New York City where he was assigned in 1984.

In these roles, the Admiral was responsible for Coast Guard operations in the Atlantic, Caribbean and Gulf of Mexico including drug interdiction, maritime law enforcement and search and rescue, as well as maritime coastal defense under the authority of the Commander Atlantic Fleet, United States Navy. Prior to his Third District assignment, Admiral Yost was Chief of Staff of Coast Guard Headquarters in Washington, for three years, where he managed planning, programming and budgeting for the service. He was promoted to flag rank in 1978 and served as Eighth District Commander in New Orleans, for three years.



Admiral Yost's management and operational positions included Chief of Staff and Chief of Operations for Seventeenth Coast Guard District in Alaska, in 1975, and Commander Task Group 115.3, a combat command in Vietnam, in 1969. In addition, he served as Special Assistant to the Deputy Secretary Department of Transportation, and as alternate delegate on the U.S. Law of the Sea Delegation. Admiral Yost was Captain of The Port, Seattle, in 1974; Special Assistant to the Chief Counsel, Coast Guard Headquarters, in 1972; and Chief, Bridge Branch, Aids to Navigation Division, Headquarters in 1970. Seagoing duty included command of the Coast Guard Cutter *RESOLUTE* in San Francisco, in 1966.

Admiral Yost was graduated from the Naval War College at Newport, R.I., in 1964. He received master's degrees in international affairs from George Washington University, Washington, in 1964 and in mechanical engineering from the University of Connecticut in 1959. He also completed course work toward a master's in business administration. Admiral Yost received a Bachelor of Science from the U.S. Coast Guard Academy in New London, Conn., in 1951.

The Commandant's awards include two Distinguished Service Medals, the Silver Star, the Legion of Merit Medal with combat "V", with a gold star, the Meritorious Service Medal, the Combat Action Ribbon, the Korean Service Medal, and the United Nations Service Medal. He also received the Cross of Gallantry with Silver Star (RVN), the Presidential Unit Citation, the Navy Meritorious Unit Commendation and the Distinguished Service Medal (RVN).

A native of St. Petersburg, Fla., Admiral Yost is active in church, school and community affairs. He was awarded the Silver Beaver Award by the Boys Scouts of America.

Admiral Yost is married to the former Jan Worth of Wakefield, Mass. Mrs. Yost earned a degree in communications from the University of Maryland. They have five children: Linda L., Paul A. III, David J., Lisa J. and Christopher J. The Yosts reside in Chevy Chase, Md.

GOOD MORNING, MR. CHAIRMAN. I APPRECIATE THIS OPPORTUNITY TO ADDRESS YOU AND THE OTHER DISTINGUISHED MEMBERS OF THIS SUBCOMMITTEE ON THE COAST GUARD'S AIR INTERDICTION PROGRAM.

ACCOMPANYING ME TODAY IS MY CHIEF OF OPERATIONS, REAR ADMIRAL CLYDE E. ROBBINS AND MY CHIEF OF ENGINEERING, REAR ADMIRAL KENNETH G. WIMAN.

DRUG AIR INTERDICTION - SUCCESS THROUGH JOINT AGENCY COOPERATION

BEFORE I SPECIFICALLY ADDRESS THE COAST GUARD'S PORTION OF THE JOINT CUSTOMS SERVICE AND COAST GUARD AIR INTERDICTION PROGRAM, I WOULD LIKE TO TELL YOU ABOUT A RECENT MULTI-AGENCY AIR INTERDICTION OPERATION. THIS ACTUAL INTERDICTION CASE IS FAIRLY REPRESENTATIVE OF WHAT CUSTOMS AND COAST GUARD ARE ATTEMPTING TO ACHIEVE.

ON THE 12TH AND 13TH OF SEPTEMBER 1987, CUSTOMS AND COAST GUARD CONDUCTED A JOINT AIR INTERDICTION MISSION THAT HAD BEEN COORDINATED BY NATIONAL NARCOTICS BORDER INTERDICTION SYSTEM (NNBIS) SOUTHEAST IN MIAMI. ON THE THIRTEENTH, IN RESPONSE TO NNBIS PROVIDED INTELLIGENCE CONCERNING A PRIVATE AIRCRAFT CARRYING DRUGS, A COAST GUARD E-2C AND A COAST GUARD HU-25A FALCON AIRCRAFT WERE POSITIONED SOUTH OF THE WINDWARD PASSAGE. AFTER ARRIVAL ON STATION, THE E-2C DETECTED A NORTHBOUND SUSPECT

AIRCRAFT MATCHING THE PROFILE OF THE INTELLIGENCE INFORMATION. IN ACCORDANCE WITH OUR JOINT INTERDICTION PROCEDURES, THE E-2C PASSED THIS INFORMATION TO THE EXISTING CUSTOMS C3 CENTER AT MIAMI FAA AIR ROUTE TRAFFIC CONTROL CENTER.

UPON BEING NOTIFIED, THE CUSTOMS AND COAST GUARD PERSONNEL AT THE CENTER COMMENCED PLANNING FOR THE INTERDICTION OF THE SUSPECT AIRCRAFT. FIRST THE CENTER PASSED THE E-2C'S DETECTION INFORMATION TO DOD GROUND BASED RADARS, JOINTLY CREWED WITH CUSTOMS PERSONNEL, IN VARIOUS CARIBBEAN NATIONS. NEXT THE CENTER IDENTIFIED AND ALERTED ADDITIONAL TRACKING AND APPREHENSION RESOURCES FOR THIS DEVELOPING INTERDICTION CASE.

MEANWHILE THE E-2C DIRECTED THE HU-25A FALCON TO CONDUCT A DAYLIGHT VISUAL FLIGHT RULES INTERCEPT OF THE SUSPECT AIRCRAFT AND VECTORED THE FALCON TO INTERCEPT THE SUSPECT SOUTHEAST OF JAMAICA. ONCE INTERCEPTED, THE FALCON COVERTLY TRAILED THE SUSPECT UNTIL THE SUSPECT OVERFLEW CUBA AND THE FALCON HAD TO BREAK OFF. AT THIS JUNCTURE, A DOD GROUND BASED RADAR TRACKED THE SUSPECT DURING PART OF ITS FLIGHT OVER CUBA. A CUSTOMS SERVICE TRACKER AIRCRAFT, THAT THE C3 CENTER HAD DIVERTED FROM PATROL, RESUMED THE COVERT SURVEILLANCE OFF THE NORTH COAST OF CUBA AND TRAILED THE SUSPECT TO THE VICINITY OF CAT ISLAND IN THE BAHAMAS.

AS THE TRACKING PROGRESSED, THE CUSTOMS C3 CENTER IN MIAMI COORDINATED WITH THE DRUG ENFORCEMENT ADMINISTRATION'S OPERATION

BAHAMAS, TURKS AND CAICOS (OPBAT) COMMAND CENTER TO LAUNCH TWO APPREHENSION HELICOPTERS (ONE DOD AND ONE CUSTOMS) IN ANTICIPATION OF THE SUSPECT'S OFFLOADING OPERATIONS. AS THE APPREHENSION TEAM, COMPOSED OF DEA AND BAHAMIAN LAW ENFORCEMENT AUTHORITIES, LANDED IN THE DOD HELICOPTER ON CAT ISLAND, THEY OBSERVED THE SUSPECT AIRCRAFT'S AIRCREW OFF-LOAD BAGS INTO WAITING VEHICLES THAT SPED AWAY BEFORE THE TEAM COULD LAND. BASED ON THIS SUSPICIOUS ACTIVITY, THE BAHAMIAN AUTHORITIES SEIZED THE AIRCRAFT AND TOOK THE FOUR SUSPECT PERSONS INTO CUSTODY. REGRETFULLY, SINCE THERE WERE NO DRUGS ON BOARD THE AIRCRAFT, THE FOUR SUSPECTS WERE RELEASED 48 HOURS LATER.

ON THE DAY BEFORE IN ALMOST THE SAME SCENARIO, 900 LBS. OF COCAINE WAS SEIZED, WHEN ANOTHER SUSPECT AIRCRAFT LANDED IN SOUTH BIMINI AFTER BEING COVERTLY INTERCEPTED AND TRACKED. UNFORTUNATELY, JUST BEFORE THE SMUGGLERS LANDED, THEIR CONFEDERATES ON THE GROUND ALERTED THEM TO THE PRESENCE OF THE TRAILING APPREHENSION HELICOPTER. AS A RESULT, THE AIRCREW FLED FROM THEIR AIRCRAFT IMMEDIATELY UPON LANDING AND SUCCESSFULLY EVADED THE APPREHENSION TEAM, LEAVING BEHIND THE COCAINE AND AIRCRAFT.

THE PARTIAL SUCCESS IN BOTH OF THESE INTERDICTIONS DEMONSTRATES THE POTENTIAL EFFECTIVENESS OF THE AIR INTERDICTION SYSTEM THAT THE CUSTOMS SERVICE AND COAST GUARD ARE FORGING TOGETHER AS THE JOINT LEAD AGENCIES FOR AIR INTERDICTION. MULTI-AGENCY COORDINATION AND COOPERATIVE EFFORTS RESULTED IN THE SUCCESSFUL

DETECTION, INTERCEPTION, TRACKING, AND APPREHENSION OF AN AIRCRAFT SUSPECTED TO BE INVOLVED IN DRUG SMUGGLING. NOT EVERY MISSION IS SUCCESSFUL. BUT AS OUR SYSTEM DEVELOPS AND MATURES, AND ALL THE BUGS ARE WORKED OUT, OUR SUCCESS RATE CAN BE EXPECTED TO INCREASE.

SINCE THE PASSAGE OF THE ANTI-DRUG ABUSE ACT OF 1986 AND THE SIGNING OF THE CUSTOMS SERVICE AND COAST GUARD MEMORANDUM OF UNDERSTANDING (MOU) OF 11 MAY 1987, CUSTOMS AND COAST GUARD HAVE BECOME CLOSE PARTNERS IN THIS ENDEAVOR. WE HAVE JOINTLY AND SIGNIFICANTLY INCREASED OUR INTERSERVICE COOPERATION AND COORDINATION AND THE RESULTS ARE BEGINNING TO SHOW. I WOULD LIKE TO REVIEW SOME OF OUR COLLECTIVE ACCOMPLISHMENTS THAT HAVE OCCURRED SINCE THIS PAST SPRING.

DURING THE SUMMER AND EARLY FALL OF THIS YEAR, CUSTOMS AND COAST GUARD OPERATIONAL COMMANDERS HAVE PLANNED AND CONDUCTED SUCCESSFUL JOINT AIR INTERDICTION MISSIONS. BY FLYING OUR ASSETS TOGETHER IN SUPPORT OF EACH OTHER, WE HAVE GAINED TACTICAL FLEXIBILITY, INCREASED SORTIE RATE, AND INCREASED RADAR DETECTION COVERAGE. BECAUSE OF THE SUCCESS, WE WILL CONTINUE TO FLY MORE AND MORE JOINT MISSIONS.

UNDER THE "LEAD AGENCY CONCEPT", THE COMMISSIONER OF CUSTOMS AND I HEAD UP THE INTERDICTION COMMITTEE. PUTTING ASIDE OUR AGENCY HATS, WE HAVE ADDRESSED EACH INTERDICTION ISSUE THAT COMES BEFORE THE COMMITTEE WITH A NATIONAL VIEW. BECAUSE WE'RE GETTING ON

WITH THE JOB, VERY FEW, IF ANY, PAROCHIAL ISSUES NEED RESOLUTION BY THE COMMITTEE. OUR STAFFS, BOTH IN THE FIELD AND IN WASHINGTON, TAKE CARE OF THE COORDINATION AND COOPERATION ISSUES AT THEIR LEVEL.

TODAY OUR STAFFS ARE JOINTLY EVALUATING THE POTENTIAL USE OF DEPARTMENT OF DEFENSE SENSORS FOR LONG RANGE SURVEILLANCE OF SMUGGLING TRANSIT ROUTES AND TRANSSHIPMENT AREAS. IN FACT, CUSTOMS AND COAST GUARD WILL ACTUALLY PARTICIPATE IN THE TESTING OF TWO LONG RANGE SURVEILLANCE SENSORS. DURING FEBRUARY AND MARCH OF 1988, THE US AIR FORCE WILL CONDUCT SMALL TARGET TESTING OF THEIR OVER-THE-HORIZON-BACKSCATTER (OTH-B) RADAR. WHILE THE AIR FORCE CONDUCTS THIS TEST, THE NAVY'S RELOCATABLE OVER-THE-HORIZON RADAR (ROTHR) WILL ALSO PARTICIPATE TO SOME DEGREE. BASED UPON THE RESULTS OF THIS TEST, WE WILL BE ABLE TO DETERMINE THE USEFULNESS OF OTH-B AND POTENTIALLY ROTHR FOR THE AIR INTERDICTION MISSION.

IN REGARDS TO THE COAST GUARD'S PORTION OF THE AIR INTERDICTION PROGRAM, I'M VERY PLEASED WITH OUR ACCOMPLISHMENTS IN SUPPORT OF THE TOTAL PROGRAM. SOME AREAS THAT I WOULD LIKE TO HIGHLIGHT FOR YOU ARE:

E-2C AIRBORNE EARLY WARNING AIRCRAFT:

- O ON 28 JANUARY AND 5 FEBRUARY 1987 WE RECEIVED OUR TWO E-2Cs.
- O ON 9 FEBRUARY WE FLEW OUR FIRST OPERATIONAL MISSION WHICH RESULTED IN A SEIZURE BASED ON THE E-2C DETECTION INFORMATION.
- O ON 29 APRIL WE FLEW OUR FIRST OPERATIONAL MISSION WITH AN ALL COAST GUARD CREW.
- O UP TO 30 SEPTEMBER OUR E-2Cs HAVE PARTICIPATED IN 7 SEIZURES INVOLVING 1660 LBS. OF COCAINE AND 660 LBS. OF MARIJUANA.
- O DURING THE LAST THREE MONTHS OUR E-2Cs WERE FLYING AT A RATE OF 932 HOURS/AIRCRAFT/YEAR.

HU-25A INTERCEPTOR:

- O IN JANUARY 1987 WE COMMENCED CONDUCTING DAYLIGHT ONLY VISUAL FLIGHT RULES INTERCEPTS WITH OUR FALCON AIRCRAFT, AND HAVE CONDUCTED OVER 100 INTERCEPTS TO DATE.
- O ON 1 APRIL 1987 THE US AIR FORCE AWARDED A CONTRACT TO CONVERT THESE AIRCRAFT INTO INTERCEPTORS EQUIPPED WITH THE APG-66 INTERCEPT RADAR AND FLIR.
- O IN APRIL 1988 THE FIRST TWO FALCON INTERCEPTORS WILL BE DELIVERED WITH THE OTHERS TO FOLLOW AT ONE MONTH INTERVALS.

OPERATION BAHAMAS/TURKS AND CAICOS (OPBAT) APPREHENSION

HELICOPTERS:

- O THE COAST GUARD PRESENTLY HAS A 24 HOUR APPREHENSION CAPABILITY AT NASSAU. WE HOPE TO HAVE THE SAME CAPABILITY AT GEORGE TOWN BY OCTOBER 1988 AND IN THE SOUTH BAHAMAS BY OCTOBER 1989.

JOINT C3I CENTER EAST IN MIAMI, FLORIDA:

- O ON 16 MARCH 1987 CUSTOMS AND COAST GUARD SIGNED AN AGREEMENT FOR THE JOINT COMMAND AND CONTROL OF THE SOUTHEAST C3I CENTER.
- O ON 18 JUNE 1987 EATON CORPORATION WAS AWARDED THE CONTRACT FOR THE C3I SYSTEM.
- O ON 5 JULY 1987 WE ESTABLISHED A PRE-COMMISSIONING DETAIL FOR COAST GUARD PERSONNEL TO BE ASSIGNED TO THE CENTER.
- O ON 20 OCTOBER 1987 A GROUND BREAKING CEREMONY FOR THE SOUTHEAST C3I CENTER WAS HELD AT THE COAST GUARD COMMUNICATIONS STATION, MIAMI.
- O AN INITIAL OPERATING CAPABILITY OF THE CENTER IS PROJECTED FOR THE SPRING OF 1988.

BAHAMAS LAND BASED AEROSTATS:

- O WE ARE WORKING WITH CUSTOMS TO ASSUME RESPONSIBILITY FOR CARIBALL I IN APRIL 1988 AND CARIBALL II WHEN IT IS ACCEPTED BY CUSTOMS FROM THE CONTRACTOR IN SPRING OF 1988, PROVIDED THE CONGRESS APPROPRIATES THE FUNDING REQUIRED.

SEA BASED AEROSTATS:

- O WE ARE EQUIPPING OUR SEA BASED AEROSTATS WITH AN AIR SEARCH RADAR TO PROVIDE A TRIP WIRE DETECTION CAPABILITY AGAINST LOW FLYING AIRCRAFT IN THE CARIBBEAN CHOKE POINTS.
- O THE FIRST FOUR WILL BE EQUIPPED BY AUGUST 1988 AND THE FIFTH ONE BY OCTOBER 1989 WHEN FUNDS ARE AVAILABLE.

AS YOU CAN SEE, I BELIEVE EXCELLENT PROGRESS HAS BEEN MADE BY BOTH THE COAST GUARD AND CUSTOMS SINCE THE PASSAGE OF THE ANTI-DRUG ABUSE ACT OF 1986 AND THE SIGNING OF THE CUSTOMS SERVICE/COAST GUARD MOU OF 11 MAY 1987. THIS IS NOT TO SAY THERE HAVE NOT BEEN PROBLEMS AS OUR TWO AGENCIES JOINTLY AND COLLECTIVELY PLAN THEIR INTERDICTION ACTIVITIES ON THE SCALE REQUIRED FOR THE DRUG WAR. BUT THESE ARE PROBLEMS THAT ARE TO BE EXPECTED AS WE COORDINATE AND OPERATE OUR AIR ASSETS TOGETHER

FOR ESSENTIALLY THE FIRST TIME, AND AS WE DEVELOP THE NATIONAL
AIR INTERDICTION SYSTEM.

THIS CONCLUDES MY PREPARED TESTIMONY, MR. CHAIRMAN. I WILL BE
HAPPY TO ANSWER ANY QUESTIONS YOU OR THE MEMBERS OF THE COMMITTEE
MAY HAVE.